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### USACE is authorized to operate and maintain:

- 4 120 Harbors
- 610 Miles of Channels
- \* 104 Miles of Breakwaters



20 Dredged Material Disposal Facilities





Navigation structures intended purposes:

- Safeguard navigation from wave and ice damage
- Protect critical city infrastructure (buildings, roads, power plants, water and wastewater treatment)
- Provide essential flood and storm protection







Harbor structures are exposed to powerful coastal forces (wind, waves, ice) many times each year







- Over 80% of all coastal structures exceed 50 years of age
- 45% have never undergone a major rehabilitation effort
- Over 30% of structures have timber crib core sections; recent low water levels have accelerated deterioration of the wood







#### Constrained funding levels force difficult choices:

- Harbor infrastructure maintenance is no longer a federal budget priority
- Insufficient funding forces choices between Federal channel dredging and harbor coastal structure repairs
- \* With the current federal funding situation, the majority of harbor structures are not likely to be repaired in the foreseeable future





### Impacts of insufficient maintenance:

- Continued deterioration of harbor structures
- Reduced protection of coastal assets, putting critical city infrastructure at risk



- Increased shipping costs if failures occur in key commercial harbors
- Substantial damage to urban areas, with damages and replacement costs of harbor infrastructure being far greater than the investment required to maintain harbor infrastructure



### Corps' Planned Approach:

- 1. Prioritize limited funding to critical commercial harbor infrastructure using risk-based methodology
- 2. Initiate a dialogue with state and local officials to determine the best strategy for protecting vital harbor infrastructure that is no longer a budget priority





#### Commercial Harbors:

- \* Established a team to develop consistent methods to assess harbor infrastructure condition and determine the risks associated with the potential failure of structures
- Use this information to prioritize limited federal funding in a manner that reduces risk to the Great Lakes navigation system.

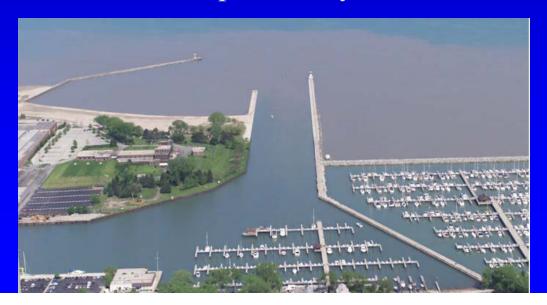






#### Low Budget Priority Harbors:

- \* Initiate a dialogue with state and local officials to inform them of the current condition of the infrastructure and the projected risks posed by deferred maintenance.
- Investigate options that would allow non-federal entities to assume maintenance responsibility for these structures







#### Strategy:

- Work collaboratively on a local, state, and federal level to prioritize limited resources
- Develop innovative, effective solutions to these serious challenges
- Breakwater brochure—initiation of communication strategy





(Insert image of brochure cover)

